

# Benicia Bicycle Club

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## The Road Marshal: Message from the President

The Death Ride has come and gone. I was not physically ready for it but I was mentally ready. I finished it on heart. Next up is the Marin and Napa Centuries. Marin and Napa - here comes the Benicia Bicycle Club. Also Bob and Lauri's Club Ride and BBQ was great. Perfect weather, good food and lots of fun. Thank you Bob and Lauri for doing a good job! And thank you everyone who helped and rode.



Prez "Sugar Joe" Marks & wife Juliet

**Welcome!**  
**New Members**  
 Jim Silva  
 Frank and Janey Povich  
 Bob Hyde

### Erratum

Regarding last month's time trial account, Steve Bahr has informed us that he was NOT riding a Fixie.

From your Intrepid Editors

We've heard on the radio that summer weather has well and truly arrived. That means that those early morning weekend rides are the best time to go. If you don't think that you can keep up with the faster riders, do not despair— the BBC club welcomes all levels of riders. Sunday morning is the most leisurely ride, so hope see you out there! And send us your ride reports—let's show the Bay area how active we are in Solano County!

Sherri & Riva

**Time Trials!**  
 Distance is 10.2 miles.

**Start/finish at Lopes Road; turn around at the Fairfield City sign. Held on the First Wednesday of the Month.**

**Contact Joe Pritchard**

### Coming Next Month:

Glen Millward - Central Coast Century  
 Kent Odell - Part 2

### Newsletter Contributors

Thanks for your articles, photographs and your moral support! Our July Newsletter is a team effort. Special thanks to Bob Klosterman, Joe Marks, Edith Norby, Joe Miller, Mick Weninger, Joe Pritchard and Kent Odell.

## High Performance: BBC Members on the GO!

### Death Ride 2007 (Tour of the California Alps)

Congratulations to those who rode in the Death Ride:

Mike Dunn, Ed Craft, Ed Brennan, Smokin' Jonny Delfin, Chris Gray, Marci and Steve King, Bob K., Joe Miller, Angela Tooch, Kenny Peschel, Michael Schubert, Bill DeWolf, Elmer Bricca, Rob Jorgenson, and Joe Marks.

was probably the easiest double around because of the relatively flat terrain, slight tailwind & great pace lines. I would do it again next year – that is if it doesn't fall on the Death Ride week-end...

Joe Pritchard

### Fall River Century 2007

The Fall River Century was on July 21, 2007 with 200K, 100 Mile, 100K, and 25 Mile Rides options. There were approximately 400 riders. I rode the 200 K.

The ride is put on by the town of Fall River Mills, located in a valley 72 miles northeast of Redding. The ride starts at the fairgrounds in McArthur, 4 miles away, where pre-ride camping is available in a nice lawn area.

The good condition of the roads, the lack of traffic & the views of Mt. Shasta to the northwest & Mt. Lassen to the south made this one of the best centuries I've ridden. - Joe Pritchard

### The BBC Barbecue Ride – July 21 2007

This year there were two versions of the famous BBC Barbecue Ride. The full-sized ride covered Pig Farm, the Bears and Castro Ranch Road, returning via Pig Farm and back up Franklin Canyon.

The shorter version climbed Pig Farm, and then continued straight along Alhambra Valley Road to Pinole, and with a right turn on San Pablo the intrepid riders braved the road works in Hercules and climbed back up to Crockett.

Thanks to the BBC and to Cytomax for providing the rest-stop beverages and snacks.

The evening barbecue was graciously hosted by Bob and Lauri Vanwert. The tri-tip was tender, as was the chicken breast, and the selection of salads and other dishes was mouth-watering. So strange to see people in regular clothes for a change...

Riva Flexer

### Seattle to Portland Bicycle Classic

While most of my friends were doing the grueling Death Ride, I was riding the wimpy 204 mile Seattle to Portland Bicycle Classic (STP). 9000 of us started from the University of Washington. The 2-day riders loaded gear on the trucks headed for their mid-point destinations. 2230 of us rode it in one day. It

## July 2007 Time Trials

Eighteen riders showed up for the July 4 Time Trial on Lopes Road. The temperature was in the high 70s and the wind was probably 8-12 mph. Start time was changed to 10am to allow everyone time for the holiday. Wind conditions were interesting but not harsh. The return loop up Parish Road was moderate. The temperature made for a sweating run and this start time was definitely interesting, as the wind shifted 180 degrees from 9:30am to 10:00am near Parish Road.

New men's 20-24 record , 23:09 by Nathan Miller (also a new course record)

New men's 30-34 record , 27:12 by Chris Swindell (Sarah Gray's husband)

New men's 45-49 record, 28:27 by Greg Dannucci

New men's 55-59 record, 28:34 by Brian Martinelli

New women's 30-34 record, 30:51 by Sarah Gray

Thanks to Nancy Lund and Ray Elmore for recording the times.

Joe Pritchard

Rider	Age Group	Time	Avg. Speed
Women's			
Gray, Sarah	30-34	30:51	19.84
Hands, Ellie	45-49	33:47	18.12
Men's			
Miller, Nathan	20-24	23:09	26.44
Swindell, Chris		27:12	22.50
Miller, Joe (FIXIE)		28:05	21.79
Dannucci, Greg	45-49	28:27	21.51
Martinelli, Brian	55-59	28:34	21.42
Pritchard, Joe	60-64	29:20	20.86
Schubert, Mike	40-44	29:37	20.66
Salvador, Steve	40-44	29:49	20.53
Villarreal, George	50-54	29:52	20.49
Klosterman, Bob	55-59	30:19	20.19
Delfin, Johnny		30:46	19.89
Olague, Manuel		30:54	19.81
Millward, Glen	60-64	31:16	19.57
Lemone, Alan		31:36	19.37
White, Dave		33:34	18.23

## Down the Mighty Mississippi with Edith Norby

Greetings from the Mighty Mississippi! I can barely believe that we (a group of twenty-eight women) are biking along this magnificent river. As a young girl with no idea that I was ever coming to America, I was already fascinated by the stories surrounding the Mississippi: the life of the Indians and trappers, European settlements, Lewis & Clark's discoveries and wagon trains heading into the unknown West.

When this bike trip finally became reality, it was with a dual purpose: one, to raise funds for 'the Wellness Community', a wonderful organization that provides support and education to people with cancer; and, two to fulfill my lifelong dream of seeing the Mississippi.

We started on May 10 in New Orleans in a 94°F heat wave. At first, I was disappointed because there were levees between us and the river and we barely saw it. But as we rode north, we biked for long stretches right along the water. Our first crossing was from Louisiana into Natchez, Mississippi. Standing on top of the bridge and seeing the river in all its width and might was overwhelming. We rode the Natchez Trace known to so many bicyclists - it is just beautiful.

We kept crossing the river by bridge or ferry to its east or west side. I am so impressed by the tugboats that push twenty-five or more loaded barges downriver at quite a speed, avoiding other river traffic and navigating under bridges. Our daily mileage is between 109 and 38, which gives us time to see many historic sites, but often I wish we could explore more. There are many places I would love to come back to.

We visited the childhood home of Alex Haley (Roots), looked for Elvis in Graceland, loved St. Louis, saw the location where Lewis and Clark started their expedition, checked out Mark Twain's boyhood home in Hannibal, and visited the city of Nauvoo where the Mormons carved a settlement out of the swamps before their long trek west to Utah. So much history everywhere! We also discovered that Iowa is NOT flat. One day we climbed a cumulative 3,500 feet. We also dodged thunderstorms and tornados. There were some close calls: one city was hit the day before we arrived - thankfully, without too much damage. We rode by the "Field of Dreams" movie location. The headwinds drove us crazy, but we also enjoyed lots of tailwinds.

Wisconsin welcomed us with heavy rains. One day we found cozy shelter in a barn with 14 kittens (by several cats).



Edith Norby crossing the Mississippi at its source at Lake Itasca, MN

*(Continued on page 4)*

### Giro di Peninsula

If you're looking for a chance and an excuse to explore points south of Benicia, look no further than the Giro di Peninsula. This fundraiser for the Festa Foundation provides help to Bay area residents with developmental disabilities and their families and provides excellent support to its riders.

I registered for the Metric Century online, and drove down on my own, early on Saturday morning. The course follows the line of Hwy 280 from San Mateo to Los Altos, taking in such sights as Upper and Lower Crystal Springs Reservoir, Filoli, the towns of Woodside and Portola Valley, with lunch at a church parking lot in Los Altos, where the route backtracked to San Mateo. Outside of San Mateo and Los Altos proper, the route is very hilly. However, not everyone paid attention to the posted SLOW signs.

I saw two serious accidents, one on a steep curve with gravel (and a SLOW/DANGER sign) and a "car versus cyclist" accident in Los Altos, which really shook me up. This part of the

Peninsula is very popular with cyclists and the roads were very busy with car and bike traffic.

The route itself is reasonably well signposted with markings on the road. One just has to be aware of them. There were so many riders on the road that one could not be certain of following someone from the same event.

On the other hand, the rest stops were many, and very well supplied. The tastiest snack was those new potatoes dressed in kosher salt and olive oil...positively addictive!

It was a real pleasure to meet up with Joe Shami and Mick Weninger at the San Mateo Racetrack lunch site. We all felt privileged to eat there, as this racetrack will be replaced by condominiums in the near future.

I enjoyed this ride and hope to participate next year. While the metric version stays east of the coastal hills, the imperial century rides to Half Moon Bay and back. For BBC riders, it's just more hills... Riva Flexer

## Training with Kent Odell

Editors' Note: This article is the opinion of the writer, and in no way reflects the opinion of the editors. Kent's sailed with Joe, and he's fast on the water too...

I know I'm not alone in having been impressed- no, dazzled- by the series of cycling triumphs accomplished by our own "Suffer Joe" Miller. I awaited hungrily each posting of his training progress, to the extent of taking a half-day off from work to read the latest. The accounts of the events themselves, all related with a becoming modesty, had me on the edge of my seat (will he pee- or won't he?!) Here was the essence of our sport! I felt I'd been riding in a fog, content to chat with my mates and enjoy the scenery, interspersed with the occasional city-limits sprint or middling climb. My mantra became: What Would Joe Do?

If I were to follow in Joe's cleat-steps, the first thing I'd need was a goal to train for. I considered a number of tough rides: The Tour of Mordor/Climb to Mt. Doom, The 24 Hours of Nepal ("Bike the Big Bumps! 125,000 Vertical Feat of Climbing!"), The Escape From Baghdad (also known as the Death-To-The-Infidel Ride). But I hoped for an achievement so epic as to strain credibility; I'd want witnesses. And what event would be best attended by BBC members? Napa, of course. This choice had its drawbacks, only a limited time to train being the major one, along with the fact that it was doable by a majority of club members. Then in a moment of inspiration it dawned on me: training would only make things easier! This was not my aim at all, and I determined to dominate the event having put in as few miles as possible. But was this What Joe Would Do? I went back over Joe's emails and Eureka! "...better under[trained] than over..." This accorded with my natural inclinations, e.g., a fondness for regular sleep, beer, the company of my girlfriend, oh, any number of non-cycling activities. Some riding would be necessary to dial in equipment, etc., of course, but with the example of my hero before me, I knew I could succeed on sheer guts (and perhaps the odd pharmaceutical.)

But first, I had to choose a mount. Single-speeds: done, notably, and with a twist, by Suffer Joe. Unicycles: also done, and with my sense of balance, or rather lack thereof, probably a bad choice if I hoped to get out of the parking lot. For a time I considered riding a Big Wheel; I had admired several in Benicia's Fourth of July parade, but their owners refused to part with them, even when threatened. I thought one of those little bikes you see in the circus would serve, but I couldn't find a clown-supply store. The perfect solution came in a flash (these brainstorms were becoming a regular thing, and I hadn't even begun the drug portion of my program): in the basement of my ex's home I knew to be stored my daughter's mint Schwinn My Little Pony, replete with sissy bar, metal flake banana seat, and ape-

hangers with multicolored vinyl streamers. I had found the machine to carry me to glory! Some modifications were in order. Taking a page from the Book of Joe (so many to choose from!) I decided to convert my steed to a fixed-gear by disabling the freewheel. This meant that on the descents I'd need to keep up my cadence or bid farewell to the peloton. A dicey proposition: due to the fact that My Little Pony had been designed for someone under four feet tall, I found myself dodging my own knees as they whirled past my ears, each turn of the pedals a potential knockout punch. This problem was solved by the addition of "highway pegs," those footrests found on Harleys that allow the rider to extend his legs straight out in front. The pedals spun harmlessly below my hams, and I discovered I could augment My Little Pony's now-nonexistent coaster brake by dragging my heels on the pavement, thus killing two birds with one stone. (I had considered riding barefoot come the day, a la Nike Mike Dunn, but realized that my braking technique would probably cause my feet to bleed excessively- I'd planned to give a couple of pints of blood the day before the century, so as to rid myself of superfluous red blood cells -think tough!- and be able to buy a post-ride beer with the ten bucks they give you.) A "Motorman's Friend" and an IV suspended from the sissy bar provided an elegant "out with the bad stuff/ in with the good" system and ensured that I'd spend even less time at rest stops than Joe. I was equipped.

All that remained was to await the day of my great challenge and ingest regularly my supplements (Jack Daniels and testosterone- thanks, Floyd!) No pre-event jitters here; only smiles, on my face and, oddly, on my girlfriend's... [to be continued...]

*(Continued from page 3) Mississippi*

A few days ago we crossed over a bridge into Minnesota. Being always hungry, we looked for a restaurant. What a feast: they had pickled herring and sauerkraut soup with dumplings. Yummy!

As I write this, we have only two more days to ride to the source of the Mississippi in Lake Itasca. They say you can jump over the river at that point, but I believe it when I see it. The tour officially ends there, but a few of us will continue and cross into Canada. Might as well make it all the way to the border, and one of our riders is dying to smoke a Cuban cigar!

## Tech Talk with Mick W.—Tires and Tubes

Like chains, tires wear out. A rider is responsible to ensure his tires are in good shape. Before each ride the rider needs to ensure the tires are properly inflated. A good floor pump with a gauge is mandatory. Tires are made of cord (fabric) for the strength and rubber to protect the cord and provide a good wear surface. Tires should be inspected after each ride. You are looking for imbedded objects like glass and thorns and wear. A wet rag held against the turning tire works well. Glass and thorns will snag the rag and wet will show the cord if the rubber is getting thin. A tire is round when new and will start to flatten out in the center as it wears. You can tell by the width of the flat the approximate wear on the tire. Most of the tires we use don't have a tread to gauge the wear. The new Conti GP 4000 has little divots (pot holes) in the tread area to show how much rubber is left. Front tires will last about three times as long as the rear. Climbing puts more stress on the rear (driving) tire and it carries more weight. The front tire still sees the miles and road hazards and should be rotated to the rear and the new tire put on the front.

Some tire stuff. Regular tires have a wire imbedded at the inside diameter (bead) to hold the tire to the rim. Foldable tires use Kevlar instead of wire which allows the tire to be folded like a tube and is also about 100 grams lighter. The more threads per inch (TPI) in the cord the better (and more expensive). Think of silk VS Denim. Lighter, stronger and smoother. A layer of Kevlar may be inserted between the cord and the rubber to provide a puncture resistant belt. Tires were sized by their outside diameter X width. 27" X 1", then we went Metric. 700mm X 23mm. The new way is the bead (rim) diameter by width. 622 X 23 for road and 559 X width for mountain, 26" is going away.

Some tube stuff. Tubes come with two different stems, Schrader (car) and Presta. Presta is the skinny little stem that you loosen the knob on top before putting the pump on it. Presta is a better bet for high pressure tires. Tubes also come with long or standard length stems. Long stems are required for aero rims. A long stem makes a good spare as you can offer it to your riding buddy no matter what kind of rim they are using. Tubes do become worn from imperfections and cuts inside the tire, spoke hole divots in the rim tape and stress around the stem at the rim hole. A new tube with the new tire is smart. There is nothing wrong with a patched tube if the patch is done correctly. They can be tested in a spare wheel prior to using.

## Training on a Fixie

First let me say that I started road-biking only last year, so my knowledge of bikes and trends is limited. Therefore, what I offer is simply my personal experience of riding "fixed" since May 19, 2007. However, in that time, I did ride a double century and have put in about 500 miles. (Early July—Ed.)

A fixed-gear bike or "fixie" is a single-speed bike with pedals that turn whenever the wheels are moving. There is no freewheeling.

If you decide to try one, you may be initially disappointed because your experience will be pretty uneventful. You will wonder, "This is it?"

But, the fixed-gear bike will slowly improve your riding, which is why I ride one. This is how, in the order of least to greatest, it will improve you:

On the flats:

I noticed very little difference in riding the fixed-gear on the flats, within a range of 15-25 mph, other than the

fact that I could not stop pedaling. I've heard, and found to be true, that by not stopping pedaling, the leg muscles stay warm, as opposed to starting/stopping. I would say that the increase in fitness for non-stop pedaling is about 5%. Additionally, it is a really good habit to get into to not stop pedaling, especially after an out-of-the-saddle sprint. So, I experience a little added fitness, and I learn the important habit of non-stop pedaling. My brain never thinks to stop.

On the descents:

Descending on a fixed gear bike causes your cadence to go from 70-90 on the flats or 20-50 up the hills to 100-150 because of the increased speed. I would like to quote a principle from Bob Vanwert. He told me when I started cycling that at first, 40 miles seems like a long way. But then, when you ride 60, 40 doesn't seem so long, and so on. *The same is true with cadence.* I had been working on my cadence gradually, trying to be-

(Continued on page 6)

## Upcoming Ride Schedule July-September 2007

### July 2007

7/28/2007 Pedal the Pinchot Rotary Club of Woodland Washington

7/28/2007 Summit to Surf American Diabetes Association

### August 2007

8/4/2007 Desperado Dual

8/4/2007 Marin Century Marin Cyclists

8/4/2007 Mt. Tam Double Marin Cyclists

8/4/2007 Santa Cruz Mountain Challenge Santa Cruz County Cycling Club  
8/5/2007 Mt. Shasta Summit Century Mt. Shasta Summit Century Mountain Wheelers

8/11/2007 Bicycle Tour of Volcanic Scenic Byway Cycling Escapes

8/11/2007 ULCER / Utah Lake Century Epic Ride

8/12/2007 Covered Bridge Bicycle Tour Mid-Valley Bicycle Club

8/18/2007 Alpine Half Century Alpine Community Center

8/18/2007 Cool Breeze Channel Islands Bicycle Club

8/18/2007 Holstein Hundred West Marin Senior Services

8/18/2007 Hot August Days Hot August Days

8/18/2007 Stonewall Century Spanish Peaks Cycling

8/19/2007 Tour of Napa Valley Eagle Cycling Club, Inc.

8/19/2007 Yaquina Lighthouse Century Yaquina Wheels Bicycle Club

8/25/2007 Tour d Organics Santa Cruz OrganicAthlete

### September 2007

9/8/2007 Amtrak Century Orange County Wheelmen

9/8/2007 Audi Best Buddies Challenge -- Hearst Castle Best Buddies International

9/8/2007 High Sierra Fall Century Sierra Cycling Foundation

9/8/2007 Oregon Coast Cycling Festival Oregon Coast Cycling Festival

9/8/2007 Ride for 65 Roses The Cystic Fibrosis Foundation

9/8/2007 Siskiyou Century Yreka Rotary Club

9/9/2007 Tour De Tahoe - Bike Big Blue TGFT Productions/Bike the West

9/15/2007 Auburn Century Auburn Endurance Events

### Konocti Challenge 2007

Registration is open at [www.konoctichallenge.com](http://www.konoctichallenge.com) for the Konocti Challenge ride coming up on October 6, 2007. This fundraiser hosted by the Clear Lake Chamber of Commerce has a commemorative Konocti Challenge Jersey for you. Also new this year is the Family Fun Ride - a 19 mile loop (or 9 miles one way) which will be great for kids! They'll have their own special rest stop with games, great food and fun activities!

Accommodations are filling up so check out the website for available spots.

For more information, go to [www.konoctichallenge.com](http://www.konoctichallenge.com) or call Jennifer Strong, Ride Director, Konocti Challenge. Phone: 707-262-1880.

had to start really cranking my legs to be able to climb in a really high gear. I do not stand on climbs unless it is impossible not to. The result – my legs experienced a quantum leap in strength. Rather than putting off using my leg muscles by downshifting, I am forced to use them. So what did they do? They got strong, really strong. Now, I've found that I climb much faster in a bigger gear. My cycling shorts are starting to be too tight, and I need to look for a bigger size – for the quads.

#### Conclusion:

Riding fixed has pushed my fitness to new levels from constant pedaling without breaks, because the intensity of the workouts has increased. Also, it has caused me to improve my cadence at both higher and lower speeds and has improved my leg strength tremendously. So, in the same amount of time on a ride, I just get a better workout.

Joe Miller

*(Continued from page 5) Fixie*

come comfortable from 60 to 120 rpm. What I found is that the fixed-gear forces me to become smooth up to 150 rpm because there is no other way to get down a hill without massively increasing your cadence. So now when I pedal 120, it seems really easy compared to 150. The fast spinning has helped train my brain to fire off all those thousands of messages to my muscles to make them work together smoothly. The result is the ability to spin much faster and much more comfortably, which in turn allows more oxygen to the muscles when I ride.

#### On the climbs:

Here is where the biggest gains come from riding fixed. To quote another friend, Rob Uganskis, who told me that when you spin, you work your heart, but when you ride in a high gear, you work your legs. The thing I noticed doing when approaching a hill was downshifting into an easier gear, spinning, and overcoming the climb. But on the fixed, I

## Club Stuff

### Regular Club Rides

Tuesdays and Thursdays @ 9:30 AM: Meet at Raggs Coffee shop, corner of 2nd St. and Military East. Tuesday rides go to Martinez via the Zampa Bridge, and Thursday rides go to the Valley Café in Fairfield. Both have optional distance rides. These are no-drop rides.

Saturday @ 8:00 AM: Meet at Benicia St. Park, at the end of Military East. The ride goes through Benicia to Lake Herman Rd and then to Fairfield ending at the Valley Café. There are alternate longer routes and routes for the recreational rider as well. This is a no-drop ride.

Sunday @ 8:00 AM: Meet at Benicia St. Park, at the end of Military East. This is a 40 mile ride to Martinez with 2,000 ft. of climbing, stopping at Starbuck's to refuel before returning. This is a no -drop ride.

Slower riders: If you are feeling intimidated and prefer a slower pace, Sunday morning rides often have slower riders. For info, contact Riva at [riva.flexer@mail.mcgill.ca](mailto:riva.flexer@mail.mcgill.ca)

Mt Diablo Ride: Wednesdays: Meet at Heather Farms Park (Ygnacio & San Carlos Dr.) @ 2:30 p.m. & ride at 3:00 p.m. . We park in the first parking lot on your left past the swimming pool alongside the lake. Back 6:30-7:00PM. Bring something warm to wear for the descent. Up Southgate and down Northgate and back is 38+ miles, ~4,000 ft of climbing.

BBC Monthly Meeting: Monthly meetings of the Benicia Bicycle Club are held on the first Tuesday of the month at 7 p.m. at Farnsworth Cycles, located at 979 Lincoln in the Benicia Arsenal Industrial Park.

### Minutes of the BBC July 3, 2007

The meeting was called to order at 7:08 PM by Joe Marks the president.

Bob Klosterman gave the Treasurer's report.

The shorts order has been submitted to Voler-25 pieces.

Approx 15 members are planning to attend the Death Ride.

The Club BBQ ride is July 21. The club will pay for the main course and beverages as is the custom.

Attendees were Barb Wood, Ed Craft, Mike Dunn, Manuel Olague, Joe Marks, Mick Weninger, Ed Brennan, Steve Bahr and Bob Klosterman.

Meeting adjourned at 7:45 PM

Minutes taken by Bob Klosterman

Looking for more rides? More company?

Valley Spokesmen [www.valleyspokesmen.org](http://www.valleyspokesmen.org)

Diablo Cycling Club [www.diablocyclists.com/](http://www.diablocyclists.com/)

Eagle Cycling Club [www.eaglecyclingclub.org/](http://www.eaglecyclingclub.org/)

Fundraiser Rides: Support your fellow club mates

Glenn Millward: ALS Association Central Coast Century, July 21

Bill DeWolf: American Cancer Society Relay for Life Aug. 4

Chris Paterno: Leukemia & Lymphoma Society, Marin Century Aug. 4



The BBC Contingent at the Monticello Solano Century May 20, 2007

Mark your calendars for next year's ride on Sunday, May 18, 2008.



**FROM:**  
*Benicia Bicycle Club*  
*P. O. Box 141*  
*Benicia, CA 94510*

*President: Joe Marks*  
*Treasurer: Bob Klosterman*  
*Editors: Riva Flexer/ Sherri Bortolazzo*  
*Publisher: Bill Schmidt*  
*Web Master: George Villarreal*

TO:

The Road

ANYBODY WANNA RIDE?

## JOIN THE BENICIA BICYCLE CLUB!

**BENICIA BICYCLE CLUB  
 MEMBERSHIP APPLICATION**

Membership Dues - \$15.00 for individuals,  
 \$18.00 for families. Membership runs for 12 months.  
 Please Complete and Mail to:

**Benicia Bicycle Club**  
**P. O. Box 141, Benicia, Ca. 94510**

Please accept my application for membership in the  
**BENICIA BICYCLE CLUB**

Enclosed is: \$15.00 for individual membership, or  
 \$18.00 for family membership.

Make your check payable to: **BENICIA BICYCLE CLUB.**

In consideration of the acceptance of my application I, for myself, my heirs, executors, administrators, successors and assigns, wave, release and discharge all claims for damages resulting from death, personal injury or property damage which I may have, or which may hereafter accrue to me as a result of my participation with this organization. I understand this release is intended to discharge and release in advance, the BENICIA BICYCLE CLUB, its members and their respective agents, officers, officials, servants and representatives, and any involved municipalities and their respective agents and employees from and against any and all liability arising out of or connected in any way with my participation with this organization even though that liability may arise out of negligence or carelessness on the part of the persons or entities mentioned above.

I further understand that serious accidents occasionally occur during bicycle rides and that participants in such events occasionally sustain serious personal injury, death and/or property damage as a consequence of that participation. Nevertheless, knowing the risks of bicycling, I, for myself, my heirs executors, administrators, successors and assigns hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who, through their negligence or carelessness, might otherwise be liable for damages.

If this application is for family membership, please indicate names and ages of all minors who might be included in the family.

NAME:	SIGNATURE:	AGE:
_____	_____	_____
Address	Phone Number	email
_____	_____	_____